SPECIAL REPORT 07-054A: July 24th, 2007

-"Missile Defence Response to the July 5, 2006 North Korean Missile Test By US Naval Vessels Home-Ported At Yokosuka" By Umebayashi Hiromichi[1]

A version of this article was published as Peace Depot Working Paper 2E in April 2007

I. Introduction

Umebayashi Hiromichi, Founder and President of Peace Depot, a non-profit organization for peace research and education in Japan, writes, "These operations by US naval vessels homeported in Yokosuka tasked with ballistic missile defence of the US itself is an absolutely new development, one not provided for under the Japan-USA Mutual Security Treaty. This matter must be fully discussed from the point of view of control of military activities by law in both the international and national spheres."

The views expressed in this article are those of the author and do not necessarily reflect the official policy or position of the Nautilus Institute. Readers should note that Nautilus seeks a diversity of views and opinions on contentious topics in order to identify common ground.

II. Report by Umebayashi Hiromichi

-"Missile Defence Response to the July 5, 2006 North Korean Missile Test By US Naval Vessels Home-Ported At Yokosuka"
By Umebayashi Hiromichi

Summary
For many years, Peace Depot has studied US Navy internal documents, and over the past year, one research theme has been the activities of Aegis-equipped ships based in Yokosuka engaged in missile defence duties.[2] This analysis of the activities of the US Seventh Fleet around the time of the July 5, 2006 North Korean missile tests is part of

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[1] Translated by Richard Tanter.

[2] Umebayashi Hiromichi, US Navy Set Missile Defence Operations Area in the Sea of Japan 190 Kilometres West of Okushiri: Japan as a Base for the Defense of the US Homeland, NAPSNet Special Report 06-42A May 30th, 2006. < http://www.nautilus.org/napsnet/sr/2006/0642Umebayashi.pdf>. See also Umebayashi Hiromichi, Japan as a Base for the Defense of the US homeland: US Navy Missile Defense Operations in the Sea of Japan", NAPSNet Policy Forum 06-43A May 30th, 2006. < http://www.nautilus.org/fora/security/0643Umebayashi.pdf>

this work. This study draws together the results of analysis of the US Navy command histories and deck logs.

The command histories, together with the Congressional testimony of the head of the US Missile Defence Agency, demonstrate that US Navy Aegis-equipped ship patrols in the Sea of Japan after October 1, 2004 are a part of US national missile defence operations that assume the possibility of a North Korean missile attack on the American mainland – specifically long range surveillance and tracking of missiles. These records clearly show that the USS *Curtis Wilbur* and the USS *Fitzgerald* were the first and second ships respectively designated with this duty. For the first time, the command histories clearly specify the purpose of these patrols.

The results of the survey of the deck logs of the three Aegis-equipped ships home-ported at Yokosuka – the *Curtis Wilbur*, the *Fitzgerald* and the *John S. McCain* (hereafter, *McCain*) – clearly show that the three ships were engaged in duties related to the July 5th North Korean missile tests. The records also demonstrate that for the first time the US navy established Ballistic Missile Defence Operational Areas in both the Sea of Japan and in the Pacific Ocean. These operational areas are located on an almost direct line with the US X-Band radar facility deployed at the Shariki Communications Base. The Sea of Japan BMD Operational Area is approximately 285 km west of the Matsumae Peninsula in Hokkaido, and the Pacific BMD Operational Area is about 270 km east of Kujikaigan in Iwate Prefecture. The Aegis ships were on standby in two extremely small maritime zones about 30 kilometers across. Although the ships were on station for about three weeks, they headed for their homeport the night after the launch, their launch monitoring duty finished. So for the first time the location and duration of BMD duty of these Aegis-equipped vessels has been clearly identified in this study from US naval records.

This decklog data corroborates the evidence from Congressional testimony and from the command histories that the purpose of these interconnected BMD missions across the northern tip of Honshu is for the missile defence of the United States proper. The specific formation of this deployment is consistent with an assumption by the US military of a possible North Korean targeting of Hawaii with a Taepodong-2 missile.

These operations by US naval vessels homeported in Yokosuka tasked with ballistic missile defence of the US itself is an absolutely new development, one not provided for under the Japan-USA Mutual Security Treaty. This matter must be fully discussed from the point of view of control of military activities by law in both the international and national spheres.

Research method

A request for inspection of documents was made to the US Naval History Center in Washington. After reading the documents, significant documents copied. This research concentrated on the period from November 2005 to October 2006. The deck logs discussed here were obtained in October 2006.

Command histories are required statements recording the important activities and events of a ship in the preceding year. Notwithstanding the fact that writing the command history is a specified responsibility of the captain, there are many cases where a ship's command history is missing.

Details of a ship's location and heading are recorded in the deck log three times a day (0800, 1200, 2000). In addition, the logs contain information about the ship's handling, its contacts with other ships, and information about any accidents etc. on board.

The command histories

The 2004 command histories of the *Curtis Wilbur* and the *Fitzgerald* were obtained. The command history for the *Curtis Wilbur* recorded the ship's careful preparations as the US Navy's "first active Ballistic Missile Defense (BMD) ship" (see Attachment 1). It stated that "in mid-July after months of strenuous installations and training CURTIS WILBUR put to sea to test its BMD equipment and theory", and following another two months of BMD preparations moved to the Sea of Japan to begin "the first ever BMD patrol". "October 1st found CURTIS WILBUR on station and radiating its modified SPY-1D radar over North Korea in defense of the United States."

Similarly, the *Fitzgerald* 2004 command history stated that from January to March 2004 the ship was in its homeport of San Diego undergoing refitting for BMD-capability, and in September moved to its new homeport in Yokosuka (see Attachment 2). The command history then records that through its patrols in the Sea of Japan in November and December, the *Fitzgerald* became "the second ship to participate in the national Ballistic Missile Defense Limited Defense Operations (LDO)".

This information from the command histories closely corresponds with Congressional testimony given in May 2005 by Lieutenant-General Henry A. Obering III, U.S. Air Force. In brief, Obering stated that the Aegis ships started deployment in the Sea of Japan to establish "a limited defense capability for the United States against a long-range North Korea missile threat" and "to provide long-range surveillance and tracking data to their (our) battle management system" (see Attachment 3).

Together with the corroborating evidence of the annual record by the commanders of the ships that actually carried out the missile defense duty this testimony proves that Japan has been made into a stronghold for operations directly in defense of the United States itself. The names of the first and second ship were confirmed. (As our earlier study showed, these ships were also accompanied by a third ship, the *McCain*.)

We should naturally anticipate that this basic duty would also be carried out in June-July 2006 at the time of the Taepodong 2 missile launch by North Korea.

Decklogs

1. Voyages/Cruises

On June 10th, all Aegis destroyers based in Yokosuka with the exception of the USS *Stethem*, which was undergoing repairs at the time, left Yokosuka as part of the *Kitty Hawk* Strike Group, heading for waters off Guam. The *Fitzgerald* decklog for June 11th records that the ship "is steaming with the USS *Kittyhawk* (CV-63), USS *Cowpens* (CG-63), the USS *Curtis Wilbur* (DDG-59), the USS *Lassen* (DDG-82), USS *John S. McCain* (DDG-56)" (see Attachment 4)[3].

The first to record 2006 BMD duty was the *Fitzgerald*. The ship returned to Yokosuka with rudder damage, and immediately after leaving port at 14.25 on June 14th, the decklog recorded the ship as sailing "From Yokosuka, BMD" (see Attachment 5). After this the *Fitzgerald* transited the Tsugaru Strait, proceeding straight for the Japan Sea, and on June 16th entered what was to be identified as the Japan Sea BMD Operational Area. The *Fitzgerald* remained on station in this operational area (often with its engines stopped), from this time until July 7th, the night after the North Korean missile test, when it departed for its homeport of Yokosuka. The *Fitzgerald* was thus on station in the operational area for 21 days. Attachment 6 shows the location of the ship as recorded in the decklog.

On June 15th, the day after the *Fitzgerald* left Yokosuka for BMD duty, the *Curtis Wilbur* decklog records the ship as travelling from "Modloc [Modular Location] FDM, To BMD", meaning it was moving from the Farallon de Medina Target Range (FDM)[4] Modular Location [Modloc] operational area just north of Guam to BMD duties (see Attachment 7). Perhaps the two ships received BMD deployment orders about the same time. On June 18th 03:20 the decklog recorded "Enter BMD Box" as the ship entered the BMD operational area, the location later identified as the BMD Pacific Operational Area (see Attachment 8). On June 26 the *Curtis Wilbur* decklog recorded that the ship was moving "From BMD to New BMD", traversing the Tsugaru Strait and entering the Japan Sea BMD Operational Area (see Attachment 9). The ship then stayed on this station until July 6th, and headed for Yokosuka the next day. The chart in Attachment 10 shows the *Curtis Wilbur's* path.

The *McCain*, previously also in waters off Guam, arrived in the Pacific Operational Area just as the *Curtis Wilbur* left that area for the Japan Sea Operational Area. Early on the morning of June 24th, the *McCain's* decklog recorded the ship moving "From Guam OPAREA [Operational Area], Entering Tsugaru Straits" (see Attachment 11). The

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[3] The decklog then erroneously states "Currently operating in the Sea of Japan". The coordinates given place the ship in the Pacific.

[4] "The Farallon de Medinilla, an uninhabited 200-acre island, stands about 280 feet above sea level and its' size is approximately 3 miles by 1/2 mile. The Farallon de Medinilla Target Range is located about 150 miles north of Guam and is leased from the Government of the Commonwealth of the Northern Marianas Islands. The Farallon de Medinilla Target Range is the Pacific Fleet's only U.S.-controlled range available for live-fire training for forward deployed naval forces." Cited in "Farallon de Medinilla (FDM) 16° 01' north latitude, 146° 04' east", *GlobalSecurity.org*. < http://www.globalsecurity.org/military/facility/farallon-de-medinilla.htm>

McCain entered the Pacific Operational Area (sometimes recorded as "the Tsugaru straits", or as "waters near the entrance to the Tsugaru straits" on June 26th and remained in the area until it departed for Yokosuka early on the morning of July 7th. The chart in Attachment 12 shows the track of the *McCain*'s voyage.

With this rotation, the *Curtis Wilbur* and the *McCain* were on station for a total of 19 days in the Pacific BMD Operational Area.

The *Lassen*'s decklogs showed that it did not participate in BMD operations. After its activities with the Kitty Hawk Strike Group in waters near Guam the *Lassen* headed for Sasebo, which is close to the Korean Peninsula, and arrived there on June 29th. But even though no North Korean test launch had yet taken place, it left Sasebo for Yokosuka the next day, and remained there until July 8th.

To make these comings and goings more readily understandable, summary data from the decklogs is set out in Attachment 13: "Deck log summaries for missile defense duty in response to North Korean missile launch: June 11th, 2006 – July 8th, 2006."

2. Operational Areas

When the latitude and longitude of the daily positions of ships are plotted on a map, it immediately becomes clear that that the ships on BMD duties stayed within very narrow areas. These locations are generally recorded in the decklogs as "BMD Operational Area" (sometimes "Station", "Box", or "Modloc"). To specify these locations more clearly, detailed charts showing the plotted paths of the ships on station have been arranged in separate charts for three successive periods: between June 15th and July 7th.

a. Detailed Chart I (Attachment 14), covering the period June 15 - June 25, shows the paths of the *Fitzgerald* and the *Curtis Wilbur*.

b. Detailed Chart II (Attachment 15), covering the period from June 26th to 06.00 on July 5th, 06:00, just after the launch of the Taepodong II at 5 am, shows the *McCain* as well as the *Fitzgerald* and the *Curtis Wilbur* together on station.

c. Detailed Chart III (Attachment 16) covers the brief period following confirmation of the Taepodong II launch from July 5th, 06:00 to July 7th, the end of the BMD mission.

Two very concentrated operational areas can be defined in Detailed Charts I and II. Although the daily plotted positions overlap each other and may be a little difficult to follow, it is remarkable to see how densely those plotted ship positions are concentrated in the two narrow sea areas over a 20-day period. One can see some short trips from those concentrated area to slightly separated locations: these were for underway replenishment and other unidentified activities at separate rendezvous points.

1. BMD Japan Sea Operational Area

$41^0$28" north, $136^0$32" east.
About 30 km across.
About 285 km west of the west coast of the Matsumae Peninsula, Hokkaido.

2. BMD Pacific Operational Area
$40^0$12" north, $145^0$00" east
About 30 km across.
About 270 km east of the coast of Honshu at Kujikaigan, Iwate prefecture.

A third area can also be identified. Immediately following the launch of the Taepodong II at about five in the morning of July 5th the *Curtis Wilbur* and the *Fitzgerald* concentrated on a small area in the Japan Sea about 40 kms east of the established Operational Area, at $41^0$25" north, $137^0$00" east. This was probably related to a certain after action measure, for instance to avoid troubles with any possible violation of the EEZ mid-point line between Japan and Russia.

The Japan Sea and Pacific Operational Areas are almost on a direct line that transects the Shariki Communications Base, where the US X-band radar facility has been deployed, about 320 km and 400 km from Shariki respectively.

The US X-band radar at Shariki, established for BMD purposes, was agreed to between Japan and the US in the recent negotiations on the US Forces realignment reportedly began operations in June, sooner than scheduled, to respond anticipated North Korean missile launch.

3. The records for July 5th.
Since deck logs are not records of mission objectives, there is almost no mention of BMD activity in relation to the July 5th North Korean missile launch. At 5 am, that is, at the time of the third missile launch, the Taepodong II launch, there was the following series of entries in the *Fitzgerald's* decklog (see Attachment 17):

05.00 IR [infra-red] data received.
05.03 North Korean missile launched.
05.04 Missile exploded 40 seconds after launch.

This description confirms the interesting fact that the Aegis ship was connected to a direct satellite data and communication link while on station and could know not only launch but also the fact of the missile explosion almost instantaneously.

4. Liaison with the Self Defense Forces.

The decklogs mention link-ups with the MSDF refuelling vessel *Hamana* (AOE424) and the MSDF Aegis-equipped destroyer *Kongo* (DD173).

The *Hamana* carried out refuelling at sea of the *Curtis Wilbur* on two occasions. The first was on the night before the *Curtis Wilbur* moved from the Pacific Operational Area to the

Japan Sea Operational Area, over three hours from 18.44 to 21:59 on June 25th (see Attachment 18[5]). The decklog records "From BMD To RAS with HANAMA" [RAS = Replenishment at Sea].[6] The second refuelling took place on June 27th in the Japan Sea Operational Area, over two hours from 18.54 to 20.51. There is a question as to whether or not these refuelling activities are violations of the Acquisition and Cross-Servicing Agreement [ACSA].[7]

The *Kongo* linked-up with the *Fitzgerald* early on the morning of June 20th in the Japan Sea Operational Area. Chief Operations Specialist Madott was moved from the *Kongo* to the *Fitzgerald* (see Attachment 19).

> 05.39 Boat deck manned and ready.
> 05.40 Saber is in the water ["Saber" = name of an assault craft
> 05.44 Saber is away.
> 05.51 Saber is enroute to Kongo for pax transfer - OSC Madott.
> 05.56 Saber is alongside Kongo.
> 05.59 Saber is disembarked.
> 06.05 Sabre is alongside.
> 06.07 Saber is at the rail, OSC Madott is onboard.
> 06.09 Saber is in the skids

This is a concrete example of the *Kongo* working and communicating together precisely with the *Fitzgerald*. Most likely MSDF personnel were receiving one-on-one operational technical training.

Conclusions.

One extremely interesting analytical issue is the basis for the establishment of the Japan Sea and Pacific BMD Operational Areas. Geography is part of the reason, but not the complete explanation. But a reliable analysis is possible by taking into consideration the *Curtis Wilbur* and *Fitzgerald* command histories and their corroboration by the 2006 Congressional testimony of the head of the Missile Defence Agency, Henry A. Obering III, and the operational activities of the Aegis ships shown in their decklogs.

The chart in Attachment 20 shows the location of the two operational areas, their alignment with Shariki, and also shows the Great Circle routes from the North Korean

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[5] The attachment is meant to show the name of Hamana recorded on the log. As for time, 18:44 is seen on the attachment as "UNREP DETAIL", which means Underway Replenishment details were set. The page for 21:59 is not attached.
[6] The decklog misrecords "*Hanama*" for "*Hamana*". The MSDF was recorded as "JDF".
[7] The Japan-US Acquisition and Cross-Servicing Agreement (ACSA) amended in 1999 and 2004 allows logistical mutual provision and cross-service between the two armed forces only under circumstances such as joint exercises, UN peace-keeping operations, and legally defined situations such as armed attacks against Japan and significant situations in areas surrounding Japan.

Musudanri missile base to Honolulu, as well as the splashdown point for the 1998 Taepodong I launch. The chart in Attachment 21 shows the Great Circle routes from Musudanri and Kittaeryong to other potential US and Okinawan targets, as well as the splashdown area for the other missiles besides the Taepodong II that were tested on July 5, 2006.

1. Missile Course

The two operational areas in the Japan Sea and the Pacific make sense in relation to the possible defense of Hawaii. The three radars – Shariki, together with the Aegis ships in the two operational areas – together cover the Great Circle route to Hawaii, especially at points where a long-range missile from North Korea is still in the second stage or third stage acceleration, when interception is theoretically more likely.

The three Aegis ships on station were carrying out long-range surveillance and tracking duties, even though at present they lack intercept capacity. The important point to understand is that this formation of radar sites is the source of data supplied for the missile defence of the United States proper/mainland, and consequently is tied to the entire combat system (see Obering's testimony in Attachment 4). By supplying missile trajectory data to the Shariki radar base, the Japan Sea and Pacific Aegis ship deployments were intended the Shariki X-band radar facility's very high capacity for missile discrimination extend for the longest period possible.

The flight path of the 1998 Taepodong I launch could be an important reference. for the missile launch to due east, as happened on the occasion of the Taepodong I launch test, or launch test pretending to be satellite launch.

2. Position

In the event of an attack towards the US west coast, deployment in the Japan Sea in the most westerly position possible is desirable. But, given the position of the mid-point line between Japanese and Russian maritime territories, the Japan Sea Operational Area is at its most westerly possible location. It is possible the location of the Pacific Operational Area, exactly 400 kms from the Shariki radar site in some way reflects the performance of the radar facilities, but this is not certain.

Apart from these considerations, it is also important to consider the present locations from the point of view of intercept simulations. As already mentioned, although the three Aegis ships involved in the BMD duties only possessed long-range surveillance and tracking capacity, the US Navy Aegis cruiser USS Shiloh has since been deployed to Yokosuka, and it possesses an interception capacity. There has been a report that of the three Aegis destroyers involved in these BMD operations were to be upgraded to interception capability by the end of 2006. It is possible that the US used the North Korean missile launch to train for an interception drill. In the standard understanding of missile defense, the possibility of interception is greatest in the boost phase and the second stage and third stage acceleration when the rocket is moving relatively slowly and the heat plume of its rocket motor is most visible. It is possible that this was a factor in deciding the location of the Operational Areas.

3. Rule of law

It is impossible to avoid the conclusion that the present missile defense arrangement, which covers only very northern tip of Honshu (Mainland Japan) with two MD operational sea areas on the western and eastern sides of the Shariki X-band radar, is intended for the missile defense of the US proper including Hawaii. That it is secondarily connected to the defense of Japan is just an excuse and does not alter this primary fact. Since this is even admitted in Congressional testimony, a plea of alternative interpretations are unpersuasive.

There is in fact a recurring problem of the Japanese government failing to prevent, and indeed, permitting the US military in Japan violate the provisions of the Japan-US Mutual Security Treaty, specifically Article 5 (the defense of the Japanese mainland/proper) and Article 6 (the Far East clause).[8] There has been a serious issue of US bases in Japan being developed into frontline bases and supply bases for Afghanistan, Iraq, and the Persian Gulf.

This time the situation is different. The use of US bases in Japan directly for the defense of the United States proper is something quite new. Strict rule of law must be followed in relation to the military, and particularly in case of a foreign military using the territory of an independent state. This is the foundation of civilian control.

The government and the Diet should not ignore the implications of this research. After North Korean nuclear test in October 2006, there is a political atmosphere in Japan that Japan should not demand anything inconvenient to the US military force in Japan so as to give them a free-hand to protect Japan. However, it is more necessary than ever in this circumstance to reaffirm the importance of keeping the military strictly within the rule of law.

Acknowledgement

The English version of this paper was only possible by the kind translation from Japanese and precious comments by Richard Tanter, Nautilus Institute, Australia. The author expresses his deepest thanks.

III. Nautilus invites your responses

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[8] Treaty Of Mutual Cooperation And Security Between Japan And The United States Of America, Article V: **"**Each Party recognizes that an armed attack against either Party in the territories under the administration of Japan would be dangerous to its own peace and safety and declares that it would act to meet the common danger in accordance with its constitutional provisions and processes." Article VI: "For the purpose of contributing to the security of Japan and the maintenance of international peace and security in the Far East, the United States of America is granted the use by its land, air and naval forces of facilities and areas in Japan."

The Northeast Asia Peace and Security Network invites your responses to this essay. Please send responses to: bscott@nautilus.org. Responses will be considered for redistribution to the network only if they include the author's name, affiliation, and explicit consent.

Attachment 1

DEPARTMENT OF THE NAVY
USS CURTIS WILBUR (DDG 54)
FPO AP 96683-1272

1000
DDG 54/Ser 047
20 Mar 05

From: Commanding Officer, USS CURTIS WILBUR (DDG 54)
To: Naval Historical Center, Washington Navy Yard

Subj: COMMAND HISTORY FOR 2004

Ref: (a) OPNAVINST 5750.12H

Encl: (1) Command Organization
(2) Chronology 2004
(3) Narrative History
(4) Commanding Officer Biography
(5) Change of Command Ceremony Pamphlet

1. Pursuant to reference (a), enclosures (1) through (5) comprise the 2004 calendar year history of USS CURTIS WILBUR (DDG 54).

J. T. Sauer III

J. T. SAUER III

Commodore Perez came aboard to witness the changing of CURTIS WILBUR's command from Commander A. J. Abramson to Command J. T. Lauer. On March 29th, 2004 in a ceremony rolling in the waves of the Sea of Japan the crew of CURTIS WILBUR welcomed a new Captain and said farewell to another.

The next stop for CURTIS WILBUR was a port visit in the other United States Navy base in Japan at Sasebo. Over the span of a week CURTIS WILBUR conducted some much needed repairs to its engineering plant as well as giving the crew some much needed time ashore following its time off Korea. Soon after, CURTIS WILBUR returned home to Yokosuka in late April to begin months of preparations to become the Navy's first active Ballistic Missile Defense (BMD) ship.

For the next three months CURTIS WILBUR underwent extensive alterations to its communications and combat systems suites in preparation for the first BMD patrol. With the assistance of experts from Port Hueneme Naval Surface Warfare Division, Ship Repair Facility Yokosuka, and Center for Surface Combat Systems Yokosuka, CURTIS WILBUR was able to transform both its equipment and training to prepare for this vanguard deployment. CURTIS WILBUR sailors used their expertise to not only learn their new equipment and mission but to also expand upon it and establish doctrine and training for other BMD ships to follow.

In mid-July after months of strenuous installations and training CURTIS WILBUR put to sea to test its BMD equipment and theory and also to conduct its Destroyer Squadron 15 Mid-Cycle Assessment. With both evolutions passed and validated CURTIS WILBUR sailed south toward a groundbreaking and unprecedented port visit to Da Nang, Vietnam.

As only the second United States Navy ship to visit Vietnam in thirty years, CURTIS WILBUR sailors were more than aware as to the uniqueness of the port visit and the opportunities it offered. CURTIS WILBUR sailors made most out of their time conducting numerous site sightseeing and shopping tours. Several receptions and community projects helped to reawaken and strengthen ties that had not existed in Da Nang since the American departure in 1973. Through five miraculous days CURTIS WILBUR sailors had the experience of a lifetime opening new doorways for their country and themselves.

Following Da Nang, CURTIS WILBUR returned to Yokosuka for another two months of BMD preparations. Using much the same regimen as the early spring, CURTIS WILBUR continued with the extensive installations and training that was needed. The first ever BMD patrol began the last week of September as CURTIS WILBUR sailed north from Yokosuka bound for the Sea of Japan.

October 1st, 2004 found CURTIS WILBUR on station and radiating its modified SPY-1D radar over North Korea in defense of the United States. Through two weeks of this proof of concept patrol CURTIS WILBUR avoided the swipes of both the BMD critics and two typhoons to provide the best possible coverage for this new mission.

Attachment 2

DEPARTMENT OF THE NAVY
USS FITZGERALD
FPO AP 96665-1280

IN REPLY REFER TO:
5750
Ser DDG 62/ 295

APR 2 1 2005

From: Commanding Officer, USS FITZGERALD (DDG 62)
To: Director of Naval History, Washington, DC

Subj: SUBMISSION OF COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12H

Encl: (1) USS FITZGERALD Command History 1 January 2004 to 31 December 2004
(2) Command History 3½" Disk
(3) Welcome Aboard Pamphlet
(4) USS FITZGERALD Photograph

1. Pursuant to reference (a), the enclosures (1) through (4) are submitted.

B. SMITH

Copy to:
COMDESRON FIFTEEN
COMNAVSURFPAC
COMPACFLT

successful INSURV inspection in June, sixty percent of the crewmembers from USS O'BRIEN (DD 985), previously forward-deployed to Yokosuka, Japan, swapped over to FITZGERALD in a "Super Sea Swap." Following a two-week transition period, FITZGERALD completed a successful Command Assessment of Readiness and Training (CART) II/Initial Assessment (IA) visit by Afloat Training Group, Pacific (ATGPAC) and rolled into an intensive and compressed nine-week Unit Level Training Phase. Due to the large crew turnover, the ship was required to re-certify in all nineteen SURFORTRAMAN certification areas, achieving Training Level (TL) I proficiency in 17 of 19 certification areas to achieve an overall C2 rating. FITZGERALD completed Final Evaluated Problem on 3 September and transited west, arriving in Yokosuka, Japan on 30 September. Of note, FITZGERALD completed the first Tactical Tomahawk Weapon Control System (TTWCS) Pacific Fleet Cruise Missile Tactical Qualification, Tomahawk (CMTQ-T) and CMTQ in two consecutive weeks with her Combat Systems Training Team (CSTT) packages have become the Fleet's standard.

FITZGERALD's Supply Management Inspection (SMI) was completed in November with grades of 92.97% for Stores, 93.71% for Food Services, 95.48% for Retail Operations, OUTSTANDING for Disbursing management, and OUTSTANDING for Postal Management.

At the same time, FITZGERALD was the winner of the Commander, Pacific Fleet Retention Excellence Award for FY04. Commander, Destroyer Squadrons TWO THREE and FIFTEEN recognized FITZGERALD Sailors with two Destroyer Squadron Sailors of the Quarter and two Junior Sailors of the Quarter in 2004.

At the close of November and through 19 December FITZGERALD was the second ship to participate in the national Ballistic Missile Defense Limited Defense Operations (BMD LDO). For weeks FITZGERALD kept vigilant guard and remained undetected while helping refine the Navy's role and experience in BMD LDO.

FITZGERALD continued her fruitful Partnership in Education program with Solana Beach Elementary School while in San Diego, where Sailors spent numerous hours visiting and interacting with the elementary students. In April 2004, over forty-two crewmembers participated in a massive Community Relations project during a port visit to Puerto Vallarta, where the exterior of a two-story elementary school was repainted. In Yokosuka, FITZGERALD Sailors continued to serve their community helping with the clean-up of a local cemetery and donating over 49,000 yen to victims of the recent earthquake in Niigata, Japan. During her recent port visit to Pusan, over thirty FITZGERALD Sailors volunteered to help with the clean up of a local orphanage and visit with the children there. Additionally, the crew donated over $9,250 to the Navy and Marine Corps Relief

Attachment 3

Congressional testimony (exerpts)
by the Director of the Missile Defense Agency, Lt-Gen. Henry A. Obering III, USAF
House Armed Services Committee, Subcommittee on Strategic Forces.
March 15, 2005

Missile Defense Approach—Layered Defense

With the initial fielding last year of the Ground-based Midcourse Defense and Aegis surveillance and track capabilities of this integrated system, **we are establishing a limited defensive capability for the United States against a long-range North Korean missile threat.** At the same time, we are building up our inventory of mobile interceptors to protect coalition forces, allies and friends against shorter-range threats. With the cooperation of our allies and friends, we plan to evolve this defensive capability to improve defenses against all ranges of threats in all phases of flight and expand it over time with additional interceptors, sensors, and defensive layers. . .

Initial Fielding of Block 2004

We stated last year that, by the end of 2004, we would begin fielding the initial elements of our integrated ballistic missile defense system. We have met nearly all of our objectives. We have installed six ground-based interceptors in silos at Fort Greely, Alaska and two at Vandenberg Air Force Base in California. We completed the upgrade of the Cobra Dane radar in Alaska and the modification of six Aegis ships for long-range surveillance and tracking support. These elements have been fully connected to the fire control system and are supported by an extensive command, control, battle management and communications infrastructure. . .

Since October 2004, we have been in a "shakedown" or check-out period similar to that used as part of the commissioning of a U.S. Navy ship before it enters the operational fleet. We work closely with U.S. Strategic Command and the Combatant Commanders to certify missile defense crews at all echelons to ensure that they can operate the ballistic missile defense system if called upon to do so. We have exercised the command, fire control, battle management and communication capabilities critical to the operation of the system. **The Aegis ships have been periodically put on station in the Sea of Japan to provide long-range surveillance and tracking data to our battle management system.**

Attachment 4

OPNAV 3100/99 (Rev. 7-84)
S/N 0107-LF-031-0498

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

SHIP TYPE	HULL NUMBER	YEAR	MONTH	ZONE	DAY		CLASS	HANDL
DDG	62	06	06	I	11	E	U	/

USS FITZGERALD

AT/~~FROM~~ SEA OF JAPAN

~~TO~~

POSITION	ZONE	TIME	POSITION	ZONE	TIME	POSITION	ZONE	TIME	LEGEND
0800			1200			2000			1-CELESTIAL
L		BY	L		BY	L		BY	2-ELECTRONIC
									3-VISUAL
∧		BY	∧		BY	∧		BY	4-D.R.

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
0001					2200 - 0200 (CONT'D)
					ASSUMED THE WATCH UNDERWAY AS BEFORE. STEAMING WITH
					USS KITTYHAWK (CV-63), USS COWPENS (CG-63), USS CURTIS
					WILBUR (DDG-54), USS LASSEN (DDG-82), USS JOHN S. MCCAIN
					(DDG-56). CURRENTLY OPERATING IN THE SEA OF JAPAN.
					ENGINEERING PLANT STATUS IS AS FOLLOWS: GTM'S 2A & 1B
					ONLINE, GTG'S 3 & 1 ONLINE, A/C UNITS 3 & 4 ONLINE,
					SWS PUMPS 2, 3 & 5 ONLINE, FIRE PUMPS 2 & 6 ONLINE.
					EMCON CONDITION DELTA IS SET THROUGHOUT THE SHIP
					~~ALONG~~ WITH CONDITION OF READINESS II AND MATERIAL
					~~CONDITION~~ CONDITION MODIFIED ZEBRA IS SET. THE
					SHIP IS DARKENED WITH THE EXCEPTION OF THE NAV
					LIGHTS WHICH BURN BRIGHT THROUGHOUT THE NIGHT.
					THE OOD IS LTJG KERNS. THE CO IS ON THE BRIDGE.
	R280				296 PSTGC.
	AAS		17		
0002	S278				
	AAS		16		
	R282				
0003	R284				
0004	L282				
0005	S280				
0007	AAS		15		
	S281				291 PSTGC.
0008	AAS		17		
	L278				
0009	R282				CRITICAL FAULT IN STEERING MODE.
0012	L280				
0014	R282				292 PSTGC.
0015	R284				
0016	AAS		19		
0017	L278				
	AAS		18		
018	AAS		15		
0019	R281				291 PSTGC.

REPORT SYMBOL OPNAV 31-10

IF CLASSIFIED STAMP REVIEW / DECLASSIFICATION DATE HERE
*U.S.GPO:1998-604-002/80008

IF CLASSIFIED STAMP SECURITY MARKING HERE

OPNAV 3100/99 (Rev. 7-84
S/N 0107-LF-031-0498

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

	SHIP TYPE	HULL NUMBER	YEAR	MONTH	ZONE	DAY			
U A	DDG	62	06	6	I	17		E	
1 2		3 - 4	5 - 7		12	13 - 14	15	16 - 17	22

USS FITZGERALD

FROM/ ~~AT~~ YOKOSUKA, JAPAN

BMD

CLASS	HANDL
U	/

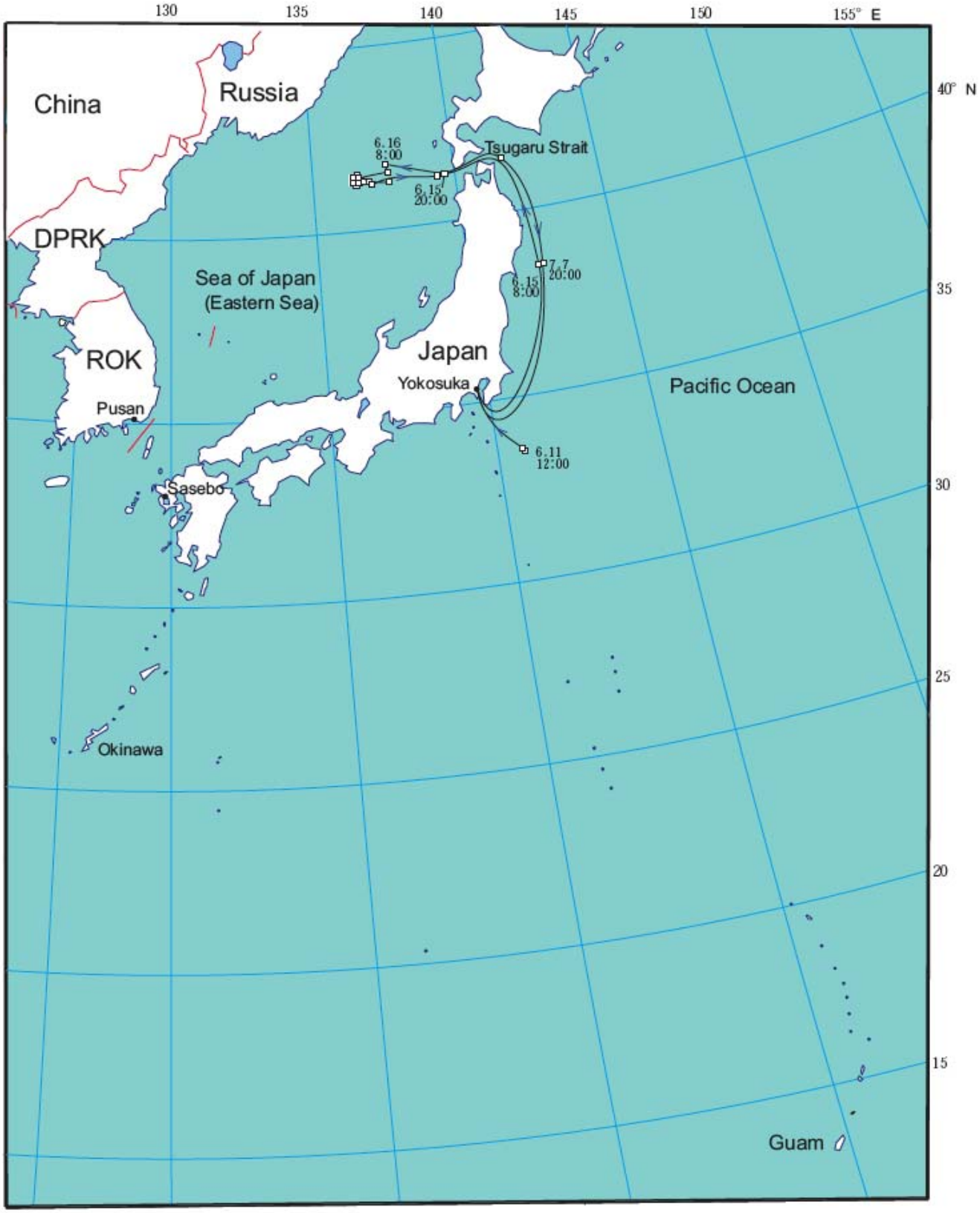
78 79

POSITION ZONE TIME	POSITION ZONE TIME	POSITION ZONE TIME	LEGEND
0800	1200	2000	1-CELESTIAL
L______ BY___	L______ BY___	L______ BY___	2-ELECTRONIC
			3-VISUAL
Λ______ BY___	Λ______ BY___	Λ______ BY___	4-D.R.

TIME	ORDER 18 - 21	CSE 23 - 29	SPEED 30 - 32	DEPTH 33 - 36 37 – 40 41 / RECORD OF ALL EVENTS OF THE DAY 77
1425	B15B			
/	BAM			
/	B10B	175		
/	B15B	195		200 PSTGC
1427	L5B			
	R5B	195		205 PSTGC
1428				Secure FROM Sea and ANCHOR
1429				Secure STANBY STEERING unit JC
1430	B10B	204		PSTGC 215
1432				SET WEAPONS POSTURE 2
/	L5B	200		210 PSTGC
1435	L5B	190		200 PSTGC
1443	B10B	205		217 PSTGC
45				CO IS OFF THE Bridge
1448				CHIEF ENG ASSUMES CONN
1450	R5B	208		220 PSTGC
1455	~~R[illegible]~~ R10B	219		227 PSTGC
/	R10B	220		232 PSTGC
1502	L15B	180		185 PSTGC
1505				NAVIGATION DETAIL secured
				LTJG [illegible] HAS THE DECK
/				X Paul D Wood LTJG
/				X Paul D. Wood LTJG
/				
/				1200 - 1700 CON'T
1525				ASSUMED THE WATCH U/W AS BEFORE
~~1532~~	L15R	140		135 PSTGC
1535	L120			125 PSTGC
1536	SAS		18	
1549	L15R	085		085 PSTGC
1613				ENS SEIBERLICH HAS THE CONN
1645				~~LTJG ROSEN~~ LT ROSENBACH HAS THE DECK
				X [illegible]
				X [illegible]

REPORT SYMBOL OPNAV 31-10	IF CLASSIFIED STAMP REVIEW / DECLASSIFICATION DATE HERE *U.S.GPO:1998-604-002/80008	IF CLASSIFIED STAMP SECURITY MARKING HERE

Fitzgerald (DDG62) Cruise Track (Jun. 11 - Jul. 8, 2006)



Attachment 7

OPNAV 3100/99 (Rev. 7-84)
S/N 0107-LF-031-0498

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

SHIP TYPE	HULL NUMBER	YEAR	MONTH	ZONE	DAY
DA DDG	54	6	06	K	15

USS CURTIS WILBUR

AT / PASSAGE FROM MOBILE FLWS

TO BMD

CLASS / HANDL: 4 /

E

POSITION 0800	ZONE	TIME
L _____		BY ___
λ _____		BY ___

POSITION 1200	ZONE	TIME
L _____		BY ___
λ _____		BY ___

POSITION 2000	ZONE	TIME
L 016°07.3		BY ___
λ 145°15.4		BY ___

LEGEND
1 - CELESTIAL
2 - ELECTRONIC
3 - VISUAL
4 - D.R.

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
18 - 21	23 - 29	30 - 32	33 - 36	37 - 40	41 — 77
					1700 - 2200
1644					ASSUMED THE WATCH UNDER AS BEFORE. ASSUMED
					CUSTODY OF (1) 9MM W/ 30 RNDS AND (1) M-14
					W/ 40 RNDS.
1715	DAF		26		
1730					SET AND DRIFT °198 @ 0.9
1740	AAF		27		
1746					CO IS OFF THE BRIDGE
1800					SET AND DRIFT °169 @ 1.0
1930					SET AND DRIFT °166 @ 1.2
1854					OBSERVE SUNSET
1856					ALL LIGHTS BRIGHT LIGHTS
1900					SET AND DRIFT 0171 @ 1.3 KTS
1930					SET AND DRIFT °179 @ 1.2
1945					CO IS ON THE BRIDGE
2000					SET AND DRIFT °175 @ 1.2
2010					CO IS OFF THE BRIDGE
2030					SET AND DRIFT °199 @ 1.4
2100					SET AND DRIFT ° 219 @ 1.4
2130					SET AND DRIFT ° 213 @ 1.7
2134					ENS KRUEGER HAS THE CONN
2142					ENS CRANE HAS THE DECK
					[signature]
					[signature]
					2200 - 0200
2142					ASSUMED THE WATCH UNDERWAY IN DEFENSE. ASSUMED CUSTODY
					OF (1) 9MM W/ 30 RNDS AND (1) M-14 W/ 40 RNDS.
2230					SET + DRIFT 214 AT 1.6 KNOTS
2244	CR	355			
2292					CO IS ON THE BRIDGE

REPORT SYMBOL
OPNAV 3100-10

IF CLASSIFIED STAMP REVIEW / DECLASSIFICATION DATE HERE

U.S. GPO:1999-704-002/00003

IF CLASSIFIED STAMP SECURITY MARKING HERE

Attachment 8

OPNAV 3100/99 (Rev. 7-84)
S/N 0107-LF-031-0498

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

SHIP TYPE	HULL NUMBER	YEAR	MONTH	ZONE	DAY		CLASS	HANDL
DA DDG	54	6	06	1	16	E	4	

USS CURTIS WILBUR

~~AT~~/ PASSAGE FROM FNM

TO BMD

POSITION 0800	ZONE	TIME	POSITION 1200	ZONE	TIME	POSITION 2000	ZONE	TIME
L		BY	L		BY	L		BY
λ		BY	λ		BY	λ		BY

LEGEND
1 - CELESTIAL
2 - ELECTRONIC
3 - VISUAL
4 - D.R.

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
					0200 - 0700 (CONT)
0200					SET AND DRIFT ° 154 @ 1.9
0234	CR	358		359	
					NAV + CIC FIXES CONCUR
					SET + DRIFT ° 154 @ 1.8
0300					NAV + CIC FIXES CONCUR
					SET + DRIFT ° 184 @ 0.7
0310					LOW VISIBILITY DETAIL
0321	AA2		10		
					COME TO TRAIL SHAFT
0322	SA2		10		
0324	SA1		5		
* 0326					ENTER BMD. BOX
0336					CO IS ON THE BRIDGE
0342					CO IS OFF THE BRIDGE
0346	SA1		3		
					OBSERVE SUNRISE
0402	R15R				
					SET AND DRIFT ° 352 @ 1.4
0430					SET AND DRIFT ° 355 @ 1.6
0451	R30R				
0454	R35R				
50 ~~EB 0500~~					SET + DRIFT ° 006 @ 1.6
0512	CR	170			
0530					SET AND DRIFT ° 356 @ 1.6
0549	CR	180			
0600					SET AND DRIFT ° 142 @ 0.7
0630					SET AND DRIFT ° 154 @ 0.6
0700					SET AND DRIFT ° 159 @ 0.7
0778					ENS HOWELL HAS THE CONN
0800					ENS ~~BARRELL~~ CORRELL HAS THE CONN

REPORT SYMBOL OPNAV 3100-10

IF CLASSIFIED STAMP REVIEW / DECLASSIFICATION DATE HERE

U.S. GPO:1999-704-002/00003

IF CLASSIFIED STAMP SECURITY MARKING HERE

Attachment 9

OPNAV 3100/99 (Rev. 7-84)
S/N 0107-LF-031-0498

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

SHIP TYPE	HULL NUMBER	YEAR	MONTH	ZONE	DAY		USS	CLASS	HANDL
DA DDG	54	6	06	T	26	E	CURTIS WILBUR	4	

AT / PASSAGE FROM BMD

TO NEW BMD

POSITION 0800	ZONE	TIME	POSITION 1200	ZONE	TIME	POSITION 2000	ZONE	TIME
L ____ BY ____			L ____ BY ____			L ____ BY ____		
λ ____ BY ____			λ ____ BY ____			λ ____ BY ____		

LEGEND
1 - CELESTIAL
2 - ELECTRONIC
3 - VISUAL
4 - D.R.

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
					0200 - 0700 CONT.
0235	CR	297			
0243					NAVIGATION SHIFTED TO 15 MINUTE FIXES
	CR	298			
0247					SOUNDED ONE PROLONGED BLAST EVERY 2 MINUTES
					SET LOW VISIBILITY DETAIL
0249					CO IS ON THE BRIDGE.
0251	CR	299			
0264					SHIFTED TO CHART # 97040
0318	CL	298			
0326	CL	295			
0325					SHIFTED TO CHART # 96943
0343	CL	290		298	
0346	CL	283		291	
0348					NAVIGATION SHIFTING TO 5MIN FIXES.
0349	CR	284		290	
0351	AAF		20		
0354					OBSERVE SUNRISE
0400					SET AND DRIFT 010 @ 0.8
0411	CL	283		290	
0413	CL	281		288	
0416	CR	278		287	
0418	CL	276		284	
0423	CL	274		282	
0430					SET AND DRIFT 052 @ 1.7
	CR	276			
0432	CR	278		285	
0437	CR	280		286	
0439	CR	285		291	
0440	AAS		17		
0457	CR	287		291	

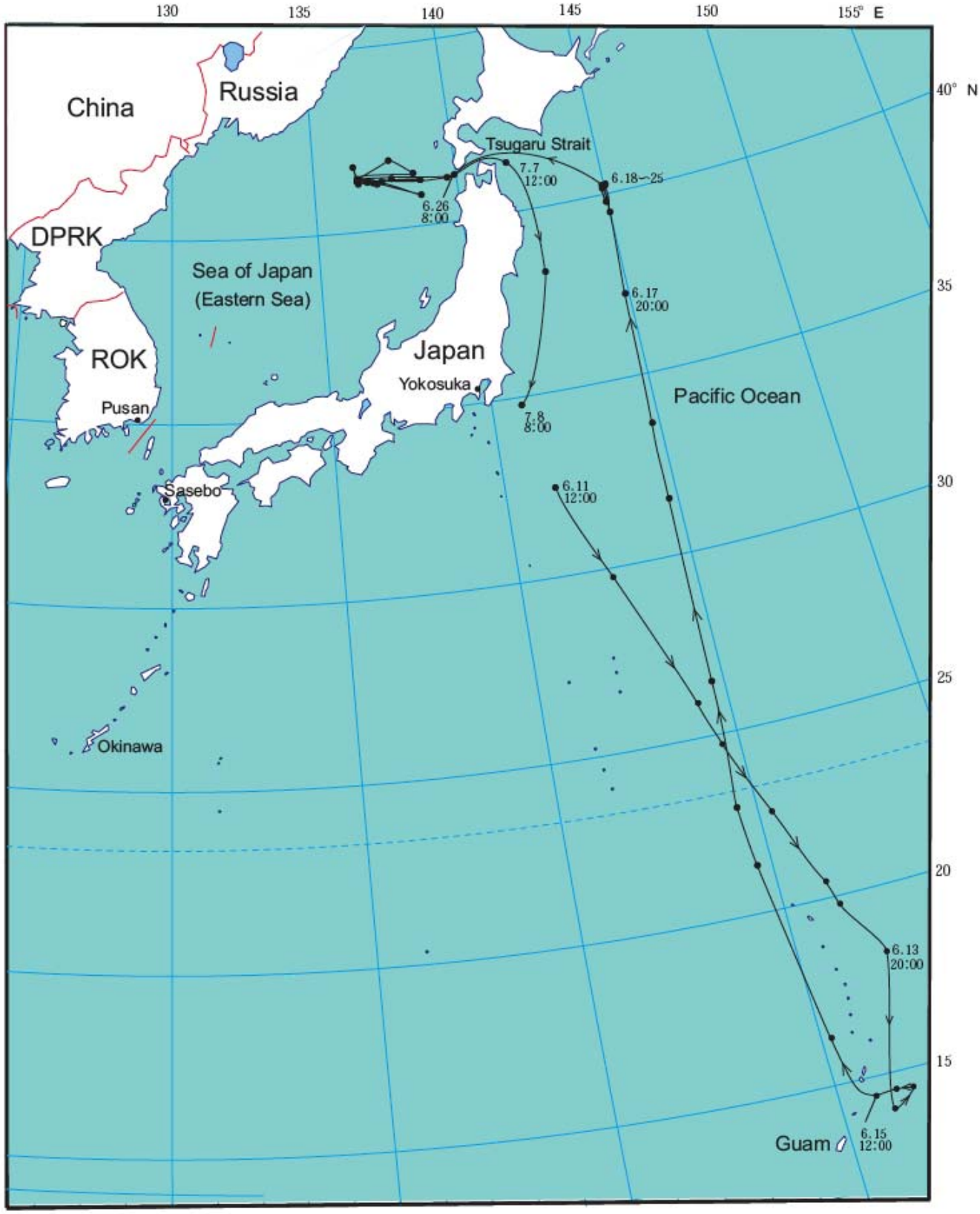
REPORT SYMBOL OPNAV 3100-10

IF CLASSIFIED STAMP REVIEW / DECLASSIFICATION DATE HERE

U.S. GPO:1999-704-002/00003

IF CLASSIFIED STAMP SECURITY MARKING HERE

Curtis Wilbur (DDG54) Cruise Track (Jun. 11 - Jul. 8, 2006)



Attachment 11

OPNAV 3100/99 (Rev. 7-84)
S/N 0107-LF-031-0498

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

		SHIP TYPE	HULL NUMBER	YEAR	MONTH	ZONE	DAY		CLASS	HANDL
D	A	DDG	056	6	6	K	24	E	U	/
1	2	3-4	5-7	12	13-14	15	16-17	22	78	79

USS JOHN S. MCCAIN
FM GUAM OPAREA
ENT ISUGARU STRAITS
TO/AT ~~[illegible]~~ OP

POSITION	ZONE	TIME	POSITION	ZONE	TIME	POSITION	ZONE	TIME	LEGEND
0800			1200			2000			1-CELESTIAL
L		BY	L		BY	L		BY	2-ELECTRONIC
									3-VISUAL
		BY			BY			BY	4-D.R.

TIME 18-21	ORDER 23-29	CSE 30-32	SPEED 33-36	DEPTH 37-40	RECORD OF ALL EVENTS OF THE DAY 41-77
					0200-0700
0401	R322				
	AAF		25		
	R323				315 PDEGC
0403	L322				315 PDEGC
0405	L310				317 PDEGC
0406	R317				311 PDEGC
0407	L313				
0408	R314				
	R315				310 PDEGC
0411	L314				310 PDEGC
	L313				309 PDEGC
0412	L312				308 PDEGC
0415	R313				307 PDEGC
0417	R314				
0418	C83				309 PDEGC
0419	C310				
0420	C309				
	C308				
	AAS		13		
0421	R306				
	R310				
0423	AAZ		10		
	AAF		20		
0424	R313				
0425	L312				
0427					SETRMD
	R313				
0429	AAS		13		
0431	C310				
	AAS		14		
0421					MAKING APPROACH ON USNS TIPPECANOE.
0422	R310				
0425	7 1055				
0433	7 1050				
0430	L 3-09.5				
0432	R310				
0434	C309.5				
0435	R310				
0436					TENSIONING SPAN WIRE FWD
0446	R310.5				
0441					TAKES ON FUEL STATION 2
0442	C310				

REPORT SYMBOL OPNAV 31-10	IF CLASSIFIED STAMP REVIEW / DECLASSIFICATION DATE HERE *U.S.GPO:1998-604-002/80008	IF CLASSIFIED STAMP SECURITY MARKING HERE

Attachment 12

John S. McCain (DDG56) Cruise Track (Jun. 11 - Jul. 8, 2006)

Attachment 13
Deck log summaries for missile defense duty in response to North Korean missile launch
June 11th, 2006 – July 8th, 2006

Date	Curtis Wilbur	Fitzgerald	John S. McCain	Lassen
06.11	To waters off Guam as part of Kitty Hawk Strike Group	Part of Kitty Hawk Strike Group; returns to Yokosuka with rudder damage	To waters off Guam as part of Kitty Hawk Strike Group	To waters off Guam as part of Kitty Hawk Strike Group
		21:55 anchored at anchorage A-11, Yokosuka		
06.12		08:36 moored to Yokosuka Berth 6		
06.13				
06.14		13:25 underway	00:00 "At Guam Op Area"	00.00 "At Guam Op Area"
		14:25 First entry of "To BMD"		
06.15	16:44 "Modloc [Modular Location] FDM, To BMD"			
06.16		13:04 "At BMD Op Area"		
06.17				
06.18	03:20 "Enter BMD Box"			
06.19				
06.20		Link-up with MSDF ship "Kongo"; passenger transfer		
06.21			In company with Kitty Hawk, Lassen, and Cowpens	
06.22				
06.23				
06.24			04:01 "From Guam Op Area To entrance to Tsugaru Straits"	07:53 "From Guam Op Area To Sasebo"
06.25	Replenishment from MSDF ship *Hamana*			
06.26	02:35 "From		00:00 "At	

	BMD To New BMD"		Tsugaru Straits" (*)	
	14:20 "At BMD Japan Sea TSP"			
06.27	Replenishment from MSDF ship *Hamana*		00:00 "In Vicinity of entrance to Tsugaru Straits" (*)	
06.28				
06.29				07:49 moored at Sasebo
06.30				09:46 underway to Yokosuka
07.01				
07.02				10:37 moored to Yokosuka Berth 8
07.03	Replenishment from USNS Tippecanoe (T-AO199)	Replenishment from USNS Tippecanoe (T-AO199)		
		19:30 Link-up with Curtis Wilbur; passenger transfer		
07.04				
07.05		05:00 "Received IR data"		
		05:03 "North Korean missile launch"		
		05:04 "Missile exploded 40 seconds after launch"		
07.06				
07.07	04:30 "From BMD To Yokosuka"	02:35 "From BMD To Yokosuka"	00.00 "To Yokosuka"	
07.08	12:39 moored to Yokosuka Berth 3	10:10 moored to Yokosuka Berth 10	00.00 "From Tsugaru Strait To Yokosuka"	08:37 underway to Kure
			10:14 moored to Yokosuka Berth 8	
07.09				
07.10	underway, for a Search & Rescue drill			
07.11				
07.12		Underway to nearby waters		

Notes:

Darker shading = Pacific Operational Area

Lighter shading = Japan Sea Operational Area

Underlined times are the starting times of the deck log pages where quoted entries appear.

Op Area = Operational Area
FDM Training Area = Farallon de Medina Target Range
TSP = Tracking and surveillance post/position

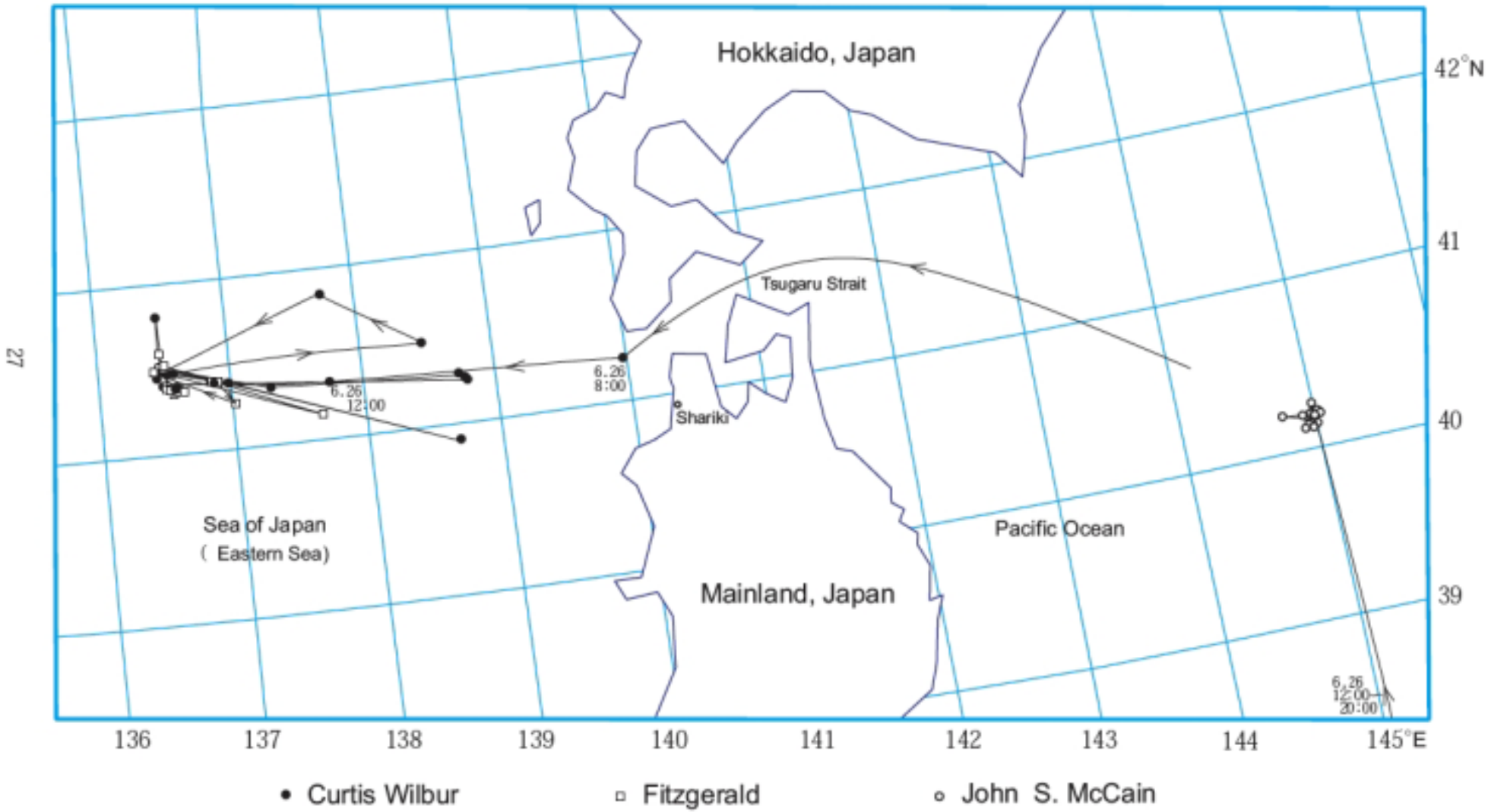
* Log keepers on the USS McCain consistently use “Tsugaru Straits” to describe the BMD station in spite of the fact that the location is far east of the Tsugaru straits.

Attachment 14

Detailed Chart I (Jun. 15 - 25, 2006)

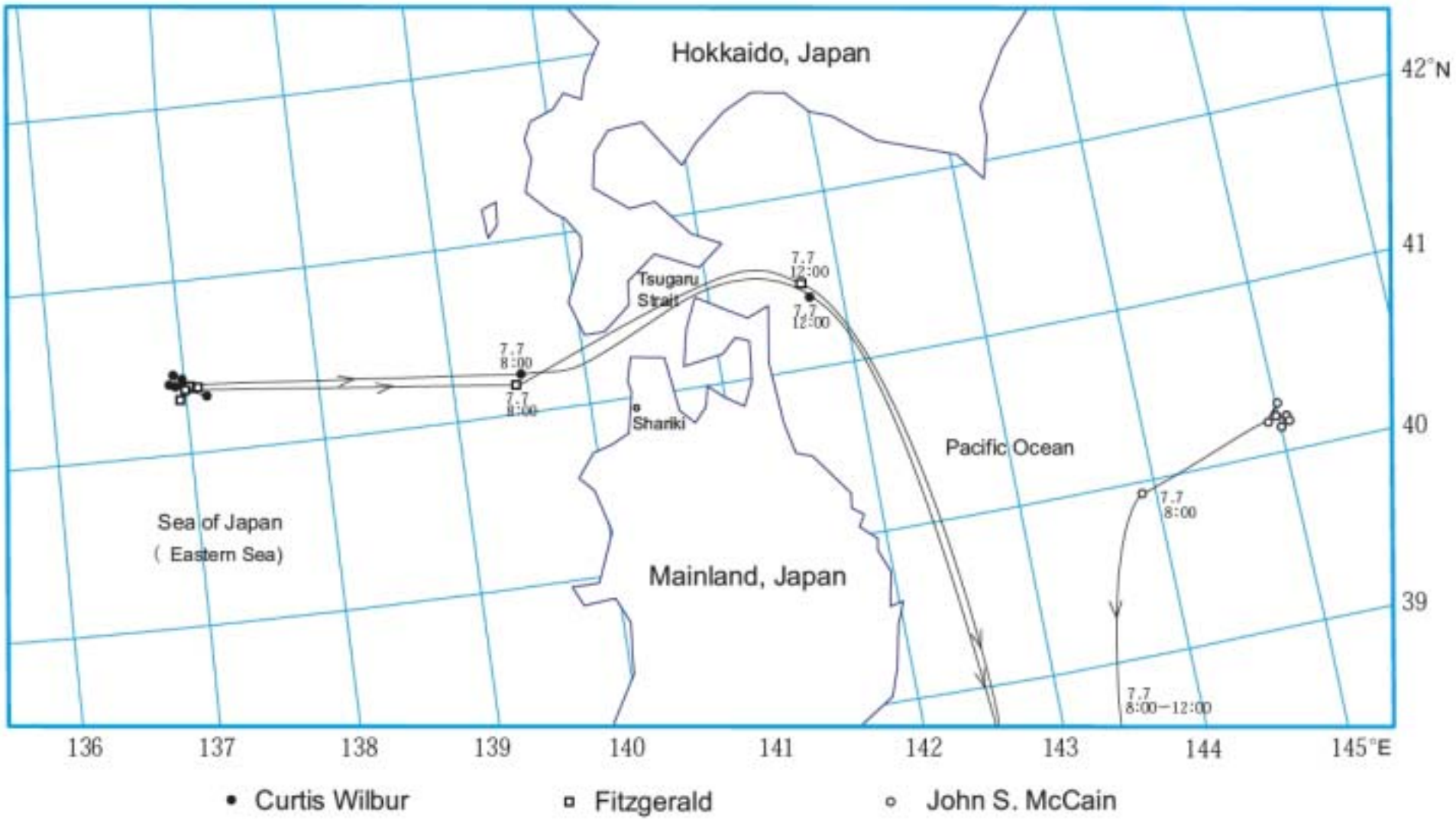
Attachment 15

Detailed Chart Ⅱ (Jun.26 - 6:00 am. Jul. 5, 2006)



Attachment 16

Detailed Chart Ⅲ (6:00 am, Jul. 5 - Jul. 7, 2006)



Attachment 17

OPNAV 3100/99 (Rev. 7-84)
S/N 0107-LF-031-0498

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

	SHIP TYPE	HULL NUMBER	YEAR	MONTH	ZONE	DAY		
D A	DDG	62	06	07	I	05	E	USS FITZGERALD
1 2		3 - 4	5 - 7		12	13 - 14	15	16 - 17

~~FROM/AT~~ Exped(?) Patrol(?)
~~TO~~

CLASS: U HANDL: /

POSITION ZONE TIME	POSITION ZONE TIME	POSITION ZONE TIME	LEGEND
0800 L___ BY___ Λ___ BY___	1200 L___ BY___ Λ___ BY___	2000 L___ BY___ Λ___ BY___	1-CELESTIAL 2-ELECTRONIC 3-VISUAL 4-D.R.

TIME	ORDER (18 - 21)	CSE (23 - 29)	SPEED (30 - 32)	DEPTH (33 - 36, 37 - 40) / RECORD OF ALL EVENTS OF THE DAY (41 - 77)
0000				2200 - 0200 (CONT'D)
/				ASSUMED THE WATCH UNDERWAY AS BEFORE. CURRENTLY TRANSITING
/				INDEPENDENTLY IN THE SEA OF JAPAN AT [illegible] STATION. CURRENTLY
/				ON COURSE [illegible] @ SPEED [illegible] KNOTS. MATERIAL CONDITION MODIFIED
/				ZEBRA SET ALONG WITH [illegible] CONDITION [illegible] AND CONDITION
/				OF READINESS III. ENGINEERING PLANT STATUS IS AS FOLLOWS:
/				[illegible] ONLINE, # 2(?) [illegible] ONLINE, # 2(?) [illegible], # 2(?) [illegible]
/				[illegible] PUMPS ONLINE, # 3(?) [illegible] THE [illegible] RELIEVED
/				WITH THE EXCEPTION OF NAV LIGHTS WHICH [illegible] THROUGHOUT
/				THE NIGHT. [illegible] OFF THE BRIDGE
0137				ENS SANCHEZ(?) HAS THE CONN
0159				LT ROSENBACH HAS THE DECK
/				x [illegible] LTJG
/				x Corey Koenig(?)
/				
/				0200 - 0700
/				ASSUMED THE WATCH UNDERWAY AS BEFORE.
0424				OBSERVED SUNRISE DE-ENERGIZED NAVLIGHTS.
0500				IR DATA RECEIVED.
0503				NORTH KOREAN MISSLE LAUNCHED.
0504				MISSLE EXPLODED 40 SECONDS AFTER LAUNCH
0610				NCC EHLY HAS THE CONN.
0643				+4 PCL PORT SHAFT
0644				LTJG LUNDEN HAS THE DECK
/				x [signature]
/				x EMILY ROSENBACH
/				
/				0700 - 1200
/				ASSUMED THE WATCH UNDERWAY AS BEFORE
0651	AAF		22	
/	LISR	010		
0657	RLUR	113		
/	AAF		28	
02				CO IS ON THE BRIDGE
0708	AAFL			

REPORT SYMBOL OPNAV 31-10	IF CLASSIFIED STAMP REVIEW / DECLASSIFICATION DATE HERE *U.S.GPO:1998-604-002/80008	IF CLASSIFIED STAMP SECURITY MARKING HERE

Attachment 18

OPNAV 3100/99 (Rev. 7-84)
S/N 0107-LF-031-0498

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

SHIP TYPE	HULL NUMBER	YEAR	MONTH	ZONE	DAY		USS	CLASS	HANDL
DA	DDG 54	6	06	I	25	E	CURTIS WILBUR	4	

(AT) / PASSAGE FROM BMD
TO RAB W/ HANAMA

POSITION 0800	ZONE	TIME	POSITION 1200	ZONE	TIME	POSITION 2000	ZONE	TIME
L		BY	L		BY	L		BY
λ		BY	λ		BY	λ		BY

LEGEND
1 - CELESTIAL
2 - ELECTRONIC
3 - VISUAL
4 - D.R.

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
					1700 - 2200 (LOAT)
1737	R15R	200			
	SA 2/3		9		
1738	STEADY	196			
1740	R30R	190			
1746	R10R	180	7		
1754	STEADY	185	6		
1805	SA 1/3		5		
1826	SA 1/3		5		
1831					COIS ON THE BRIDGE
1833	R35R	210			
1840					COS OFF THE BRIDGE
1842					COS ON THE BRIDGE
1843					INDICATING SPLIT PLANE
	AA 2/3		3		
1846					ENS HENNING HAS THE CONN
					UNREP DETAIL
					ENS CORRELL HAS THE DECK
					x
					x LTJG BRADLEY
					1700 - 2200
1844					ASSUMED THE WATCH U/W AS BEFORE. ASSUMED CUSTODY
					OF 6) 9MM W/30 RNDS + 6) M14 W/40 RNDS.
1850					ALL STATIONS MANNED AND READY.
1858					OBSERVE SUNSET
					LTJG BRADLEY HAS THE CONN.
1901	L35R	180		189	
1902	AA1		6		
1905	L35R	160		169	
1906	AAS		15		

REPORT SYMBOL
OPNAV 3100-10

IF CLASSIFIED STAMP REVIEW / DECLASSIFICATION DATE HERE

U.S. GPO:1999-704-002/00003

IF CLASSIFIED STAMP SECURITY MARKING HERE

Attachment 19

OPNAV 3100/99 (Rev. 7-84)
S/N 0107-LF-031-0498

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

SHIP TYPE	HULL NUMBER	YEAR	MONTH	ZONE	DAY		CLASS	HANDL
D A DDG	62	06	6	I	29	E	U	/

USS FITZGERALD

~~FROM~~/ AT GMD STATION

SEA OF JAPAN

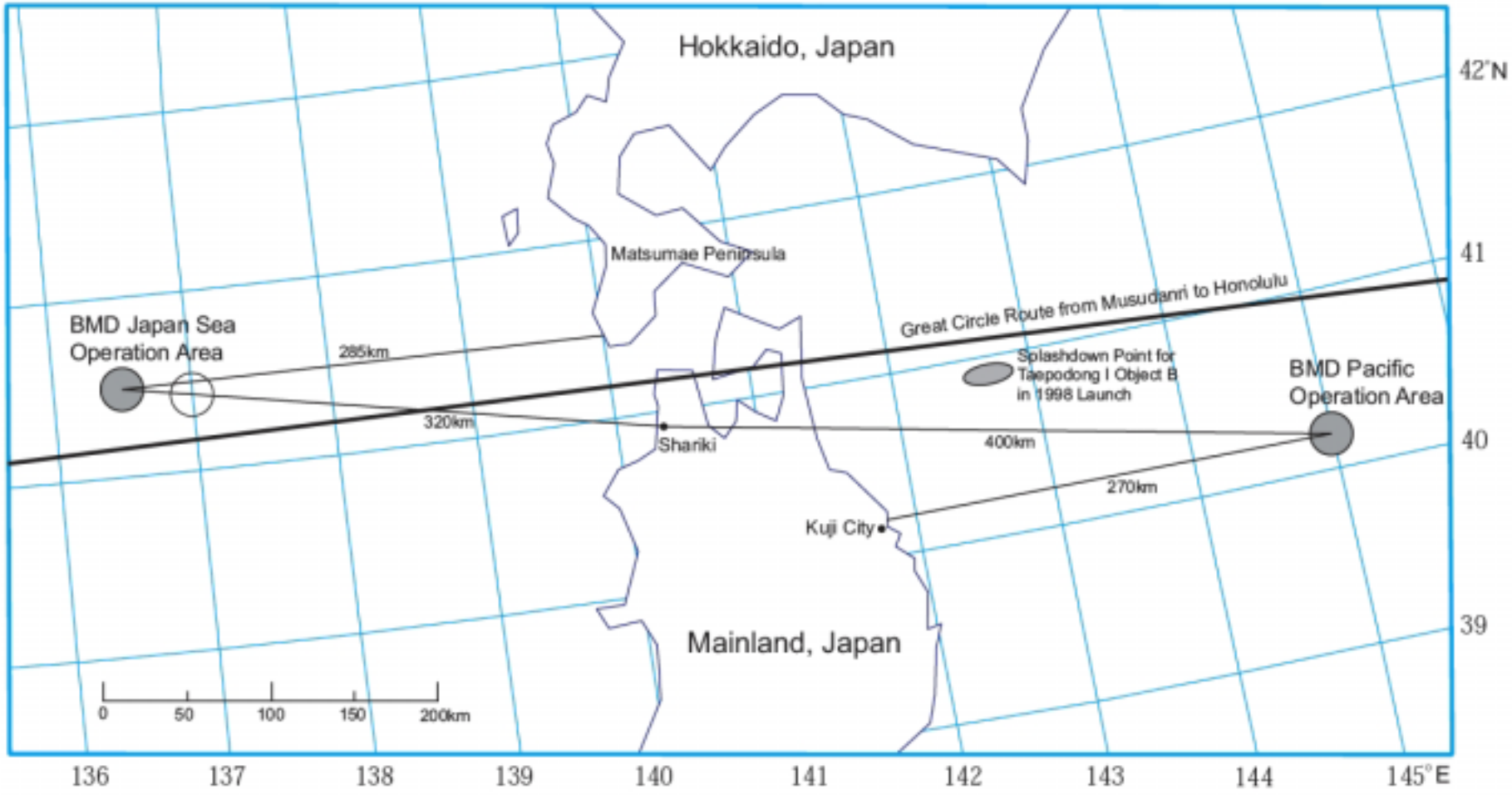
POSITION ZONE TIME	POSITION ZONE TIME	POSITION ZONE TIME	LEGEND
0800 L_____ BY___ A_____ BY___	1200 L_____ BY___ A_____ BY___	2000 L_____ BY___ A_____ BY___	1-CELESTIAL 2-ELECTRONIC 3-VISUAL 4-D.R.

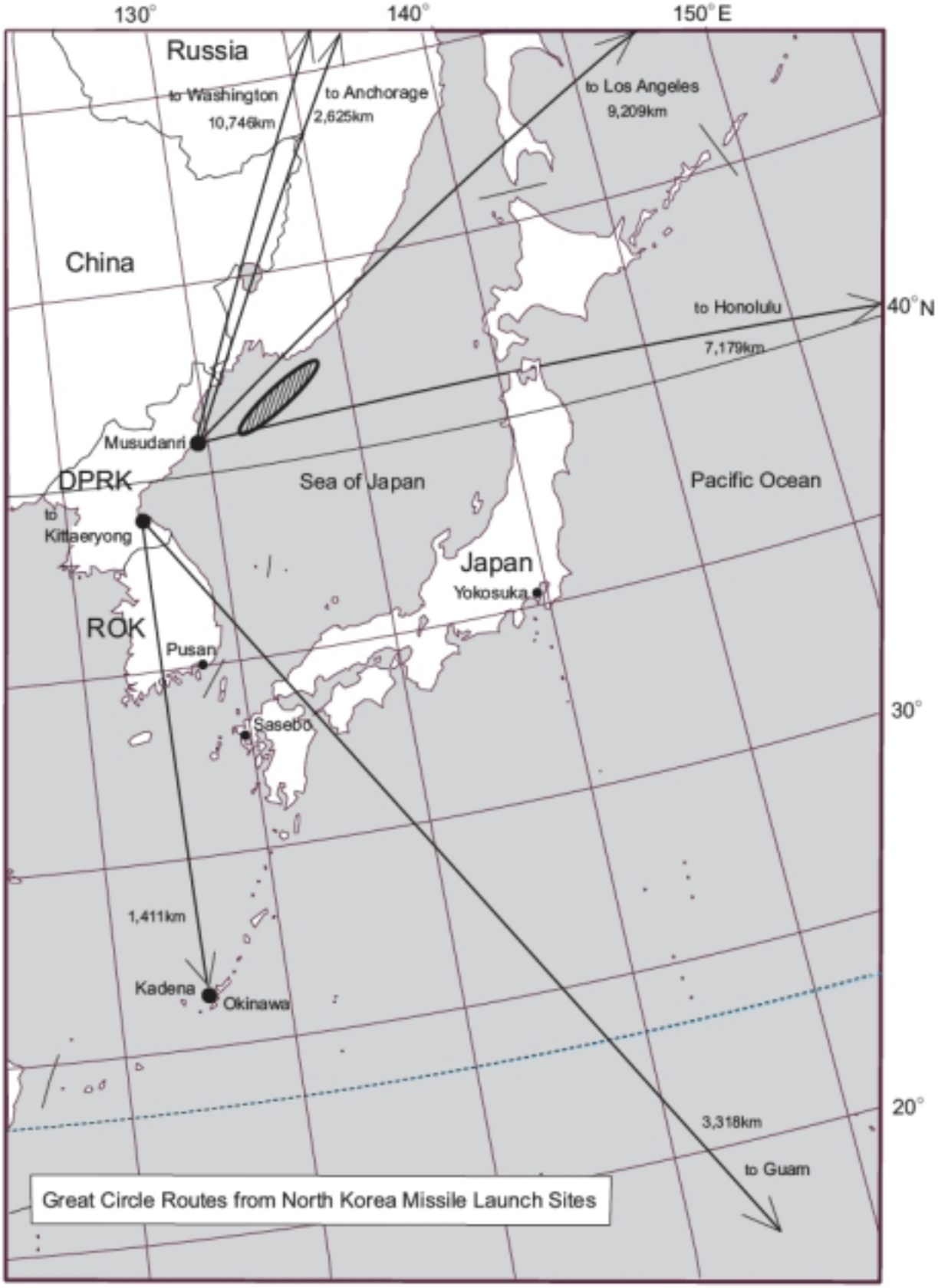
TIME	ORDER	CSE	SPEED	RECORD OF ALL EVENTS OF THE DAY
				0200 - 0700 CONT
~~2035~~	0534			BOAT DECK MANNED AND READY
~~2043~~				SABER IS IN THE WATER - SABER IS ALONGSIDE
	S-STOW			
~~2044~~				SABER IS AWAY
0551				SABER IS ENROUTE TO KUNGO (WARSHIP 173) FOR
				PAX TRANFER - OSC MADOTT
0556				SABER IS ALONGSIDE THE KUNGO
0559				SABER IS ~~AWAY~~ DISEMBARKED
0605				SABER IS ALONGSIDE
0607				SABER IS AT THE RAIL / OSC MADOTT IS
				UNBOARD
.09				SABER IN THE SKIDS
.10	RIGS	121		
	SA2		8	
0644				LT)D BIDLO HAS THE DECK
				X [signature]
				X EMILY ROSENBACH
				0700-1700
0644				ASSUMED THE WATCH UNDERWAY AS BEFORE
065	S/45			114/5/0C
0717	ANCOP			
0715				COMMENCED FOG SIGNALS
				DAILY DRAFT REPORT: FWD 22FT, AFT 21.9 FT,
				MID 21.6, DISPLACEMENT 10,212
0739				SECURED SOUND SIGNALS
0857				BLAKE'S ENGAGED
0935				BACKUP MANUAL
				RUDDER SWING CHECK
0950				CRITICAL FAULT AFT STEERING
1116				QMC KING HAS THE CONN
1138				CTSC LUNDEN HAS THE DECK
				[signature]
				JUSTIN LUNDEN
1138				0700-1700

REPORT SYMBOL OPNAV 31-10	IF CLASSIFIED STAMP REVIEW / DECLASSIFICATION DATE HERE *U.S.GPO:1998-604-002/60008	IF CLASSIFIED STAMP SECURITY MARKING HERE

Attachment 20

Summary Arrangement Map





The shaded sea area is estimated splashdown points for DPRK missiles, other than Taepodong Ⅱ, launched on July 5, 2006